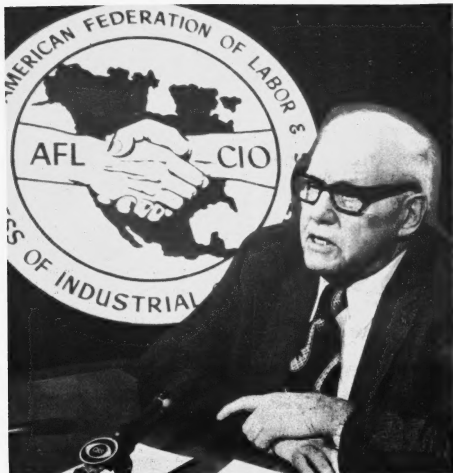


January-February 1980

THE TRAIN DISPATCHER



"George Meany, our leader and our friend, has been taken from us. But what he did, what he said, what he meant shall always be with us."

Lane Kirkland

THE TRAIN DISPATCHER

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Association of
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Comments and opinions expressed by contributors in the pages of this publication are their own and do not necessarily reflect the policy of the American Train Dispatchers Association nor the general opinion of its members. Editor.

IMPORTANT NOTICE

The American Train Dispatchers Association and its official publication, THE TRAIN DISPATCHER, desire to protect the public from unauthorized solicitations for advertising. Carefully examine the credentials of any person claiming to be a representative of this or any other railroad labor organization. Our representatives carry certified credentials, validated as to effective date. Outdated credentials are valueless.

Checks issued for advertising in our publication are to be made payable to the Association only. All standard railroad labor organizations are interested in eliminating unauthorized and fraudulent solicitations in the name of railroad labor.

THE PRESIDENT'S PAGE

By. B. C. Hilbert, President



The Twenty-third General Assembly of the American Train Dispatchers Association is now history. In retrospect, I believe that it can only be viewed as a good convention.

Some of the issues that came before the body were quite controversial in nature. At times the discussion of the floor could have been described as "lively", but throughout the prevailing atmosphere was one of dignity, courtesy and orderliness, with each item of business disposed of in accordance with the will of the majority. While it could not be expected that everyone would be fully satisfied with the outcome of each issue, I believe that each delegate left town satisfied that he had seen the democratic process at work. And I hope, proud to have been a part of it!

Much of the credit for the success of the convention is due the members of the respective committees for their splendid efforts before and during the convention. A special note of commendation to the Constitution Committee for six long days spent in processing the multitude of proposed constitutional amendments. This committee worked until Sunday evening, preparing the report that was to be distributed to the delegates on Monday morning. Had the copy machine broken down, it would have been a disaster!

It was interesting to note that 58 of the 102 delegates were attending a General Assembly session for the first time. I have not attempted to develop any figures on the ages of the delegates, but I would guess that the median would be lower than at any of the previous conventions that I have attended since 1963. It also was my observation that there was a

greater degree of participation in the proceedings by younger delegates, and I do not believe that this observation nor the impression of a generally younger assemblage can be attributed to the fact that I am getting older. At least, not wholly so!

It is my firm belief that the convention did much to unify and strengthen the Association. I believe that those with differences of opinion have a better understanding of each other's concerns and that all are capable of putting individual differences aside to work concertedly for the common good.

The General Assembly is the supreme authority of the Association and the actions of the delegates to the Twenty-third Regular Session have charted our course for the next four years. The transcript of the convention is currently under review to prepare draft material and a date has been set to meet with legal counsel to double check amendments to the Association's Constitution and By-Laws adopted by the delegates. When this is done the amended Constitution will be sent to the printer and a copy of the new printing will be mailed to each member in good standing in due course. The Executive Board will meet in late January to review the action and policy directives imposed by the General Assembly and to determine priorities and a course of action as may be necessary. It should be a very busy four years ahead.

This would be a much better world if more married couples were as deeply in love as they are in debt.

Earl Wilson

notable quotes

Conversation between Adam and Eve must have been difficult at times—they had nobody to talk about.

---- *Agnes Repplier*

One pleasure of retirement is that you never have to be in a hurry; one of its regrets is wondering why you ever were.

Dr. J. Harold Smith

Conscience gets a lot of credit that belongs to cold feet.

Gloria Pitzer

Whenever a man's friends begin to compliment him about looking good, he may be sure they think he is growing old.

Washington Irving

The worst sin against our fellow creatures is not to hate them but to be indifferent to them.

George Bernard Shaw

Work spares us from three great evils: boredom, vice and need.

Voltaire

There's no point in burying a hatchet if you're to put a marker on the site.

Sydney J. Harris

Love looks through a telescope; envy, through a microscope.

Josh Billings

Another person's secret is like another person's money: you are not as careful with it as you are with your own.

E. W. Howe

legal notices

MAINTENANCE OF MEMBERSHIP

Article II, Section 7 of the Constitution and By-Laws, as amended by the 23rd General Assembly in October, 1979, setting forth requirements for maintenance of membership in good standing in the Association is quoted below for ready reference:

"Members who fail to pay dues, both National and System, within one calendar month from the beginning of the calendar year, or in case of members who have elected to pay dues semi-annually or quarterly, within one calendar month from the beginning of each semi-annual or quarterly period, will be considered delinquent and will be so notified by the Secretary-Treasurer. The failure of the Secretary-Treasurer to notify such delinquent member will not constitute an excuse not to pay dues. Should such delinquent member fail to pay dues within one calendar month after becoming delinquent, A PENALTY OF TEN PERCENT (10%) PER MONTH OF THE TOTAL DELINQUENCY SHALL BE IMPOSED FOR EACH MONTH OR FRACTION THEREOF UNTIL THE DELINQUENCY IS CURED; provided, however, that if the delinquency continues for six months, he shall be automatically expelled from membership in the Association and dropped from the roll. *****Members who are delinquent are not entitled to any voice, vote or participation in Association matters, either National or System."

Notice of delinquency is hereby given all member who, as of Feb. 1, 1980, have not paid dues for the current period.

1980 DUES

For those who have elected to pay their 1980 dues on a quarterly basis, dues for the second quarter become payable on April 1, 1980. Second quarter amounts are: Active \$51.00; Active-Extra \$25.00. Associate membership dues are payable on an annual basis only.

System dues in the amount established by the System Committee on each road must be added to and accompany the National dues for the same dues paying period as National dues are paid.

what's going on?

Bennett Elected As Trustee



During the 23rd General Assembly Bro. G. D. (Dean) Bennett was elected as a trustee of the A.T.D.A. replacing Bro. H. L. Story.

Dean and his lovely wife, Phyllis, have two children. A daughter, Patti, attends modeling school in Dallas, Tex. and is now associated with a cosmetic firm in Los Angeles. A son, Bob, who was just recently employed by the Southern Pacific and is now attending hostling school in California.

Bro. Bennett comes to us from the Southern Pacific Transportation Co. where he has been General Chairman since 1969, when he replaced D. V. Chandler who was elevated to the position of Vice President. Dean was born at Hinton, W. Va., on June 3, 1933. He has four brothers and two sisters all of which have railroaded. His first railroad employment was as Agent-Telegrapher for the C&O at Gulf Switch, W. Va., on July 16, 1951. He left the C&O in February 1957 and headed West to Arizona where he felt his chances for advancement would be much greater. He was employed by the Southern Pacific as Agent-Telegrapher on Apr. 11, 1957, at Dragoon Ariz., and then advanced to wire chief.

Promotion to train dispatcher came with the first service performed on Feb. 25, 1964. He joined the A.T.D.A. and became involved in the local Office Committee before being elected General Chairman in 1969.

In addition to his duties as General Chairman on the SP, Bro. Bennett has made himself available to the retired Brothers to assist with problems that might arise. This area has turned out to be a major undertaking for Dean. He has been the go-between with local, state and national politicians, nursing homes, charitable organizations and all the elements involved in the bureaucratic red tape of health care, etc.

Dean has been fortunate in establishing a line of communications between the train dispatchers representatives and management on the Southern Pacific. He presently holds second trick Assistant Chief Dispatcher in the Tucson office.

One Way to Greet the Day

The sun is just rising on the morning of another day. What can I wish that this day can bring me?

Nothing that shall make the world or others poorer, nothing at the expense of others; but just those few things which in their coming do not stop with me but touch me rather, as they pass and gather strength.

A few friends who understand me, and yet remain my friends.

A work to do which has real value, without which the world would feel poorer.

A mind unafraid to travel, even though the trail be not blazed.

An understanding heart.

A sight of the eternal hills and unresting sea, and of something beautiful the hand of man has made.

A sense of humor and the power to laugh.

A little leisure with nothing to do.

A few moments of quiet, silent meditation.

And the patience to wait for the coming of these things, with the wisdom to know them when they come.

. . .

Faith is an oasis in the heart never to be reached by the caravan of thinking.

Kahlil Gibran

rra notes

Railroad Retirement Update*By D. E. Collins, Secretary-Treasurer*

Beginning January 1, 1980, there will be an increase in the maximum amount of earnings subject to railroad retirement taxes for both employers and employees. For retirees, liberalized earnings limitations

are effective in 1980 which allow them to earn more without a reduction in benefits. On the other hand, new Medicare coinsurance amounts, also effective for 1980, will mean higher costs to beneficiaries.

The following questions and answers describe these changes affecting railroad workers and retirees.

1. What is the regular railroad retirement tax for employees in 1980? The regular railroad retirement tax rate for employees for 1980 is 6.13 per cent, the same as for 1979. However, the maximum amount of earnings subject to taxes increases from \$1,908.33 per month for 1979 to \$2,158.33 per month for 1980.

2. Will railroad employees pay more in retirement taxes in 1980? Only those railroad employees who earn over \$22,900 a year will pay higher railroad retirement taxes in 1980. An employee earning at least \$2,158.33 a month, the maximum taxable in 1980, will pay \$132.31 a month in railroad retirement taxes, \$15.33 a month more than in 1979.

3. How much do railroads pay in regular railroad retirement taxes? Railroads match the taxes that employees pay plus pay an additional 9.5 per cent tax on each employee's earnings up to \$1,700 per month for 1980. The maximum tier I and tier II monthly amount of regular railroad retirement taxes for railroad employers is \$293.81 for 1980, \$27.20 more than in 1979.

4. Are other railroad retirement taxes paid in addition to regular railroad retirement taxes? Employees pay only regular railroad retirement taxes but railroad employers pay railroad unemployment-sickness insurance taxes and railroad retirement supplemental annuity taxes in addition to regular retirement taxes.

Throughout 1980, railroad employers will pay a tax of 5½ per cent on the first \$400 each employee earns each month to finance the railroad unemployment-sickness benefit program, a decrease from the 7-per cent rate effective in 1979. The unemployment-sickness tax rate varies according to the balance in the Railroad Unemployment Insurance Account at the end of the fiscal year. The tax rate decreased because, on an accrual basis, the balance in the Account was over \$100 million on September 30, 1979.

The supplemental annuity tax rate for the first quarter of 1980 has not yet been determined but for the last quarter of 1979, railroad employers are paying a supplemental annuity tax of 12½ cents per manhour.

5. Do the earnings limitations, that some annuitants are subject to, increase for 1980?

Annuity holders who work after retirement can earn more in 1980 without having their benefits reduced. The 1979 exempt earnings amount of \$4,500 is raised, allowing annuitants age 65-72 to earn \$5,000 in 1980 before benefits are reduced. For annuitants under age 65, earnings in excess of \$3,720 in 1980 can cause a reduction in benefits. The special earnings limitation for disabled annuitants are not changed.

For those annuitants subject to earnings limitations, a reduction of \$1 in benefits is made for every \$2 earned over the exempt amount. However, if 1980 is the first year benefits are payable, reductions apply to months in which earnings are more than \$417 for 65 to 72 year-old beneficiaries and \$310 for those under age 65.

6. Who is subject to these earnings limitations?

These earnings limitations apply to almost all survivor annuitants. They also apply to some retired employees and their

spouses, generally recent retirees and those who are also qualified for social security benefits. Most retired employees and spouses who are subject to these earnings limitations have been notified by the Board as to how earnings will affect their annuities.

Currently, these earnings limitations do not apply once an annuitant reaches age 72; in 1982, annuitants age 70 or older become exempt from these limitations.

Regardless of earnings, no railroad retirement annuity is payable for any month in which an annuitant works for a railroad, nor are railroad retirement annuities payable to retired employees and their spouses for any month they return to work for their last pre-retirement nonrailroad employer.

7. What are the new Medicare coinsurance charges?

In 1980, a Medicare patient will have to pay the first \$180 of his or her hospital bills, \$20 more than the 1979 charge of \$160.

In addition, a patient's daily bill for hospital care for the 61st through the 90th day will be increased from \$40 to \$45 and the daily costs for post-hospital care in a skilled nursing facility for the 21st through the 100th day will go up from \$20 to \$22.50.

If a beneficiary uses "lifetime reserve" days, the extra 60 hospital days a beneficiary can use when he needs more than 90 days of hospital care in the same benefit period, he will pay \$90 a day for each reserve day used, instead of \$80 per day.

Motorcycle deaths due to head injuries have doubled in the three states that have repealed laws requiring cyclists to wear helmets. Motorcycle deaths in the nation as a whole were up 24 per cent in the past year.

Supermarket shoplifting has increased almost 10 per cent since last year, notes *Supermarket Magazine*. The average shoplifter, a study reveals, is female, comes from a middle-income family and steals health and beauty aids with a retail value of \$2.

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	Average No. copies each issue during preceding 12 months	Single issue nearest to filing date
Total No. Copies printed	4138	4250
Paid circulation		
1. Sales through dealers and carriers, street vendors and counter sales	None	None
2. Mail subscriptions	3384	3399
Total paid circulation	3384	3399
Free distribution by mail, carrier or other means sample, complimentary, and other free copies	554	554
Total distribution	3938	3938
Copies not distributed		
1. Office use, left over, unaccounted, spoiled after printing	200	297
1. Returns from news agents	None	None
Total	4138	4250

I certify that the statements made by me above are correct and complete.

/s/ D. E. Collins
Manager-Editor

recent board awards

By J. P. Erickson, Vice President



Many of the cases which come before the National Railroad Adjustment Board concern rest days. While cases involving who should be used on a rest day and the rate to be paid for rest day service are common, two

recent Awards addressed other problems connected with rest days.

Third Division Award 22565 considered whether an assignment to a position on a rest day of that position was proper, ruling:

"Ms. Staat was a furloughed (sic) employe who was performing extra work pursuant to the terms of Rule 19 of the parties' agreement. As the senior furloughed employe, Claimant was subject to assignment to bulletined positions which had not been bid by employes in service senior to herself. In August 1976, Bulletin No. 299 did not produce a bidder and Claimant was notified that she was assigned to the position advertised pursuant to the rule, effective August 31, 1976. August 31 and September 1, 1976 were rest days of the position; September 2, 1976 was the first scheduled work day. Ms. Staat did not work on September 1 because the Carrier considered her assigned to a regular position and no longer on the furloughed list performing extra work. Had Ms. Staat been considered in furloughed status and subject to extra work, she would have worked on September 1 as the senior extra employe. Because she did not work on that day, she is claiming a day's pay.

"The organization argues that it is improper to assign an employe to a position on the rest days of the position. The carrier argues that the assignment was proper, the rules require prompt

assignment, and to comply with this requirement it was necessary to make the assignment on a rest day.

"Awards of this Board since the earliest decisions following the adoption of the 1949 40-Hour Week Agreement have uniformly held that the workweek of a position begins on the first workday of the position and not on one of its restdays. See early Award 6519 (Leiserson) and more recent decisions in Awards 19482 (Blackwell) and 19622 (Brent), plus a host of others in the period between those two awards. In Award 19622 we held, 'The assignment of the claimant in this case to his new job on the rest day of that new position was a violation of the Agreement.' The claim will be sustained."

Third Division Award 22587, ruling on whether RUIA benefits allowed for a rest day could be used as an offset against sick pay allowances, stated:

"The facts in this case are not in dispute. Under Rule 62½ employes, such as Claimant herein, are to be paid a defined number of 'work days' as sick leave allowances when off account sickness. The sick leave allowances are paid for 'work days' only and are offset by any sickness benefits received from the Railroad Unemployment Insurance Act for that same 'day.'

"R.U.I.A. benefits are not payable on the first four (4) consecutive days of what is called a fourteen (14) day benefit period but are then payable for each day of sickness in the benefit period without regard to 'work days' or 'rest days.'

"Carrier seeks to use R.U.I.A. benefits paid Claimant on his 'rest days' as an offset to benefits due Claimant on his 'work days' under Rule 62½.

"The single issue regarding use of R.U.I.A. benefits for 'rest days' as an offset against sickness benefits for 'work days' has been decided at least three (3) times in the past year and one-half. The first Award resolving an identical dispute. Third Division Award 21953, was authored by Dr. George S. Roukis, Referee, on March 15, 1978. Public Law Board 1156, Award 22, Referee John B. Criswell decided an

identical case on May 24, 1978. Referee Robert M. O'Brien, Award 34 of the Burlington Northern Special Board of Adjustment decided an identical case on May 30, 1978. The above cited Awards are not palpably erroneous and we agree with them. There are no contrary Awards cited. The rule of stare decisis must prevail.

"The claim is sustained as presented."

Carriers often argue that even if the Agreement was violated and/or a claim is sustained by the Board, the claim should only be paid at the straight time rate because the time was not actually worked, etc. Third Division Award 22569 rejected such a contention, stating:

"There appears to be no question that on the claim dates, the Carrier utilized the services of an employment contractor who provided an individual to perform clerical work when the regularly assigned stenographer was away from work due to illness. That activity violated certain provisions of the agreement between the parties; which violation has been acknowledged by Carrier, who has offered to resolve the matter by paying the claim at the straight-time rate.

"The Organization has continued to press for time and one-half payments and the only issue before us would appear to be whether or not the claim should be paid at the overtime or straight-time rate.

"In his presentation here, Claimant has demonstrated that he was *entitled to be called* to perform the work improperly by the outside source. Under those circumstances, we are inclined to sustain the claim. This issue has been before this Board (straight-time rates as opposed to time and one-half rates) on a number of occasions. We have held that it is appropriate to award payment at time and one-half rates if the employee would have been compensated at that rate had he or she been used to perform the work involved in the claim. See, for example, Awards 21767, 21707, 20413 and 19947.

"We find nothing of record to persuade us to alter the above cited authorities and thus, we will sustain the claim for payment at the time and one-half rate."

In the December 1979 issue Third Division Award 22531 involving the use of the regular U. S. Mail was reported. Third Division Award 22600 rules that the burden of proving that a letter was timely sent falls on the sender, stating:

"The letter referred to in the Statement of Claim and dated June 10, 1976, is from Organization's General Chairman R. O. Chambers to Carrier's Roadmaster David J. Bock and submits a claim on behalf of Foreman D. J. Susdorf for earnings he would have received had he been called to work as of April 19, 1976. This claim is based on an alleged denial of entitled work to Mr. Susdorf when another foreman (Hokkanen) was called instead of Susdorf at approximately 6:00 p.m. on April 19, 1976 to remove a red board on a section of track, described in the letter as assigned to Foreman Susdorf and for maintenance of which he is held responsible. Inasmuch as Claimant Susdorf had completed his regular schedule of work (although available) when this assignment was worked, the remedial compensation sought is at the penalty rate amounting to two (2) hours and forty (40) minutes pay.

"Roadmaster Bock issued denial of said claim, under date of June 29, 1976, stating that Foreman Hokkanen was qualified for and entitled to the work in question.

"There followed under date of August 11, 1976, a written appeal from this denial addressed to Superintendent B. J. McCanna by General Chairman R. W. Mobry.

"Carrier exhibits with the material submitted to us a document dated August 12, 1976, which purports to be an exact duplication of a letter from Division Manager McCanna to General Chairman Mobry, declining the appeal.

"Organization states, however, to the Board that 'Superintendent McCanna failed to respond' to the appeal sent to him.

"By letter dated November 24, 1976, General Chairman Mobry wrote to

Assistant Vice President, Labor Relations, V. W. Merritt, addressing that he had not received, to that date, a response from Mr. McCanna to the claim appeal and declaring that the claim is therefore 'now in default and should be found as presented in accordance with Rule 47.'

"By letter date January 20, 1977, Mr. Merritt wrote Mr. Mobry, enclosing a copy of the letter to him dated August 12, 1976 by Mr. McCanna, declining the claim, as evidence of timely response from an appropriate source. He goes on to deal with the merits of the claim from Carrier's point of view, concluding that the claim is 'without factual and/or schedule rule support and is therefore' declined in its entirety.

"After subsequent conference between the parties, the controversy remained at impasse and the claim was thereafter submitted to the National Railroad Adjustment Board for final and binding decision, reaching us in the form appearing in the above Statement of Claim.

"In its position before the Board, Organization persists in its posture that it never received a response from Division Manager McCanna to its appeal letter addressed to him under date of August 11, 1976, and none from any Carrier official until it wrote again, this time to Assistant Vice President Merritt on November 24, 1976, about 80 days later, thereafter receiving its first management reply—from Mr. Merritt—on January 20, 1977, constituting more than 3 months of failure of Carrier to reply to an appeal and the answer not coming to the individual to whom addressed. This is regarded by Employees as a clear violation of the provisions of Rule 47, Section (1) which requires, in part, that 'Carrier shall, within 60 days from the date [claim] is filed, notify whoever filed the claim or grievance (the employee or his representative) in writing of such disallowance.' It is pointed out by Organization that this clause specifies an explicit consequence of failure by Carrier to disallow grievance within the 60-day period: the allowance of the grievance. Section 1(c) of Rule 47 requires, in part, that the Rule 'shall

govern in appeals taken to each succeeding officer' (except at the final step, not applicable here).

"In the instant situation, the lapse in time of more than 3 months without a response from Superintendent McCanna, the appropriate 'succeeding officer' at the step, compels, in Organization's view, the allowance of the claim as initially presented.

"We find here a controversy in which the one who was to have been the recipient of a response to an appeal letter, states that he failed to receive such from the individual (sic) he addressed within the required 60-day period. The latter exhibits what purports to be such a reply dated one day after the appeal was sent to him.

"In the face of denial of receipt, the burden for proving that the letter was timely sent falls on the sender. That burden is not satisfactorily met by the supplying of only a properly dated purported carbon copy of a letter allegedly timely sent. Certain probative underpinnings are missing, which we believe are not unreasonable to expect from Carrier for convincing support of the action it contends it took. Was the original of such letter put in an envelope, properly addressed to the proper individual, sealed, stamped and conveyed to a postal connection? When and by whom?

"We are unable to find the answers to these questions from the combination of silence or unilateral assertion in the record which reaches us.

"We must therefore conclude that Carrier has failed to show that it timely met the response requirements put on it by Rule 47 in respect to the instant claim and, pursuant to that Rule, sustain Claimants in their contention that said claim was 'allowed' by Carrier's default."

While Awards 22531 and 22600 might seem to contradict one another, in one proof was found by the Board and in the other it was not. However, I believe the comment made in the last issue about following the safe course and continuing to use certified or registered mail is still good advice.

In the March 1979 issue Third Division Award 22258, involving a Carrier's failure

to hold a discipline investigation within the time limits contained in the Agreement, was reported. This train dispatcher claim was sustained. Third Division Award 22575 on the same property, but not a train dispatcher case, seems to rule to the contrary when it states:

"Claimant worked as a Car Clerk in Madison, Wisconsin. On New Year's Eve 1973 (December 31, 1973—January 1, 1974) he was assigned to work regular hours 6:00 p.m. to 2:00 a.m. He reported for work at 6:00 p.m. but only worked until 9:45 p.m., at which time he left the property without permission. The record indicates that he spent the balance of that night celebrating the New Year. On his subsequent time cards, however, Mr. Kugler claimed a full eight hours' pay for that tour of duty.

"His absence from the work area was discovered at approximately 10:30 p.m. and it was confirmed that he did not return to work for the balance of that tour ending at 2:00 a.m. January 1, 1974.

"Under date of January 6, 1974 Claimant was notified to report for investigation on January 7, 1974 into the following charges.

'Your responsibility in connection with your failure to properly perform your duties on December 31, 1973 in that you did not IDP report Train No. 569 and also IDP the new loads for December 31, 1973 while you were assigned Job No. 014 on December 31, 1973 at Madison, Wisconsin.'

On January 7, 1974 Claimant was given another notice of investigation into another charge reading as follows:

'Your responsibility in connection with your failure to work your assigned hours on Position 014 on December 31, 1973 as bulletined.'

In that second notice Carrier also advised Claimant that both hearings would be postponed until January 9, 1974. Claimant thereupon requested a further postponement of the hearing and was granted the further extension. At the hearing which was held on January 15, 1974 Claimant in effect admitted that he was guilty as charged. Upon review of the transcript and his

personnel record, which included prior five day and sixty day suspensions for failure to protect his assignment, Claimant was dismissed from service.

"The claim is before us strictly on technical or procedural grounds. There is no question of Claimant's guilt nor, given the nature of the offense and his past discipline record, can the penalty be deemed excessive. The only question is whether Carrier violated Rule 21 by failing to provide timely hearing. In the particular facts of this case we cannot find such a violation. The hearing was scheduled for January 7, 1974, well within the seven day time limit of Rule 21. We are not persuaded that a two day postponement by Carrier vitiates that proper notice and renders the whole process invalid, particularly since Claimant himself requested and was granted an additional one-week postponement. The manifest purpose of the timely hearing request is to avoid the trial of stale cases where evidence and recall by witnesses may wither with time. Balanced against this is the accused employee's right to adequate time to prepare a defense. We believe Claimant received everything to which he was entitled under the particular facts of this case and within the meaning of Rule 21. See Awards 19177, 21921 and 21289."

However, it should be noted that the primary basis for the denial of the time limit contention was 'particularly since Claimant himself requested and was granted an additional one-week postponement.' The lesson to be learned from this is that you cannot be involved in any postponement in a discipline case and expect to prevail on a contention that the Agreement was violated when the investigation or hearing was not held within the time limit provided in the Agreement.

The Division Award 22597, considering a situation that often seems to be evident in train dispatcher cases (i.e., instructions are changed retroactively and charges are based upon the new instructions), ruled:

"An investigative hearing was held on November 2, 1977 to determine claimant's responsibility, if any, in connection with his alleged violation of

Rule 588 of the Maintenance of Way Rules.

"Claimant was found guilty of the asserted infraction and assessed a ten (10) day suspension without pay penalty.

"Rule 588 which is referenced herein reads:

'Signal Maintainers shall be responsible for the safe condition, inspection, adjustment, and proper maintenance of signals, interlockings and other apparatus under their charge.'

"Carrier contends that the hot box detector at MPC-577 N21 poles did not operate properly from the time claimant last inspected and certified the detector O.K. on October 19, 1977 until it was corrected after the journal failed on the CTB on October 21, 1977.

"Claimant argues that he followed all of the oral and written instructions in checking out the hot box detector on October 19, 1977 and it was working properly.

"Our review of the investigative transcript reveals that claimant performed all of the tests required of him when firing the hot box detector and in the presence of several supervisors.

"The October 24, 1977 letter from the Division C & S Supervisor to claimant et al., directing them to observe that shutters are operating properly after the completion of the inspection and the firing of the detector, reflected an ex post facto change in the inspection procedures.

"Carrier, of necessity, has the right to promulgate and introduce new inspection modalities vis this activity, but not retroactively.

"For many years claimant followed inspection procedures in the full presence of his supervisors which required that he hear shutters open on the hot box detector rather than see them. It was an audio rather than a visual determination.

"To hold him accountable for a procedural change before it was introduced runs counter to the canons of acceptable due process.

"For these reasons, we are compelled to sustain the claim for all time

lost during the period of his suspension."

The Myth of the 'Poor Old Soul'

Researchers into aging have been turning up evidence that preoccupation with age—especially old age—is giving away to a more relaxed view of human development. Dr. Bernice Neugarten, a specialist from the University of Chicago, points out that most of us are no longer surprised to hear that a college president is a man of thirty or that a 70-year-old has enrolled in a college. Neugarten suggests that America is moving rapidly towards a society in which age will be irrelevant with regard to such traditional time-marks as education, marriage, and retirement. People are retiring earlier, wealthier and healthier, in greater numbers and with the same determination of the very youthful to maintain their individuality and lifestyle options. The stereotype of the elderly as sick, poor and isolated is largely a myth. It was a myth thirty years ago, says Neugarten. While most in their older years do live in households of their own rather than with children, this is more a reflection of their economic status and independence than of their children's lack of concern, she says. And statistics show that 80% of the elderly live near at least one of their children and see that child at least once a week. The elderly who live in institutions are only a small fraction of the elderly and tend to be those without families and who are ineligible for medicaid assistance. Nearly three times as many old people live with a child as live in institutions.

* * *

Have your jogging shoes resoled? According to the Wall Street Journal, there are 1,000 or more shops in the U.S. (most of them on the West Coast) where, for \$12 to \$14, you can get new soles put on your tennis sneakers or running shoes. With such footwear running from \$35 to \$100 a pair, it makes sense.

conversation pieces

Hay fever is big business. The number of people who receive injections to relieve ragweed pollen hay fever alone is estimated at more than a million, according to *Family Weekly*. At \$200 per patient per year, the total amount spent on treatment comes to \$200 million annually.

Dining out in Boston is a bargain compared with other major U.S. cities, says the Bureau of Labor Statistics. A recent BLS survey revealed that Boston's menu prices climbed just 5.2 per cent in 1978, the smallest increase in the nation. Buffalo, Cleveland and Honolulu prices hovered between 5 per cent and 6 per cent while diners in Houston, Dallas and Seattle probably lost their appetites after watching menu prices soar more than 15 per cent last year.

Teaching is a hazardous job these days. More than 110,000 teachers in U.S. public schools are attacked physically in their classrooms during the 1978-79 school year. That's one teacher in 20.

U.S. colleges and universities received a record \$3.04 billion in gifts during the academic year 1977-78. This was a 13 per cent increase over the previous year and, most notably, exceeds the inflation rate.

The hazards of the English language equal the hazards of the road, as you know if you've ever filled out an insurance claim form. Witness the attempt of this hapless motorist: "In my attempt to kill a fly, I drove into a telephone pole."



The price of a wedding in Japan is about \$17,000, according to a survey by a Japanese bank. The fancy price tag includes the wedding ceremony, reception, honeymoon, and gifts for guests at the wedding.

The bean ballot is what propelled public officials into office in ancient Greece and Rome. Citizens cast votes using a white bean for "yes," and a black bean for "no."

The average person who lives to age 70 talks one hour a day. That amounts to a total of three years or 1,095 days of gab.

In case you wonder, as we do, where all those tax dollars go, part of the answer sits on a jury bench; jurors' fees cost taxpayers about \$200 million a year.

For those who live according to scale, a new bathroom scale for travelers is soon to be marketed. It's the size of a cigarette case, and though you have to stand on one foot to weigh yourself, the scale is supposed to be ruthlessly accurate.

A medical care group in California, offering courses on handwriting, notes that poor penmanship among doctors may increase the possibility of malpractice suits and "may be dangerous to your wealth."

They lived together fifty years without a major spat.
No telling now which one will win
This war of Thermostat.

M.B.G.

Take
stock
in America.



Status of Disputes Submitted by A.T.D.A. to Third Division National Railroad Adjustment Board

Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 12-19-79
TD-22338	L&N	Discipline (Barr).	8-18-77	Assigned to Referee Franden.
TD-22422	CRI&P	Discipline (Young).	2-10-78	Assigned to Referee Franden.
TD-22474	CMSt&P&P	Compensation-Rest Day Relief of C.T.D. (Bigley).	2-10-78	Assigned to Referee McMurray.
TD-22479	AT&SF	Discipline (Alexander).	2-15-78	Assigned to Referee Sickles.
TD-22480	AT&SF	Discipline (Gauer).	2-15-78	Assigned to Referee Edgett.
TD-22622	ConRail (PRR)	Compensation-Off Assignment (Harpster 3/1/77-3/31/77).	5-26-78	Assigned to Referee Mangan.
TD-22621	ConRail (PRR)	Compensation-Off Assignment (Summerson).	5-26-78	Assigned to Referee Mangan.
TD-22774	C&NWT	Discipline (Burgess).	10-3-78	Assigned to Referee Sickles.
TD-22735	N&W (NYC&StL)	Discipline (Hardin).	10-3-78	Assigned to Referee Scheinman.
TD-22775	SLSF	Transfer of Work (Official Performing).	10-4-78	(a)
TD-22833	SP	Discipline (Brodie).	11-28-78	Assigned to Referee Carter.
TD-22848	SCL	Compensation-Rest Day Service (Mullinax).	12-13-78	Assigned to Referee Kasher.
TD-22855	AT&SF	Discipline (Adams).	12-29-78	Assigned to Referee Kasher.
TD-22864	FW&D	Compensation-Loss of Time (Preston).	1-2-79	(a)
TD-22874	AT&SF	Blanking Positions (Young-Williams).	1-5-79	(a)
TD-22881	BN	Discipline (Martin).	1-8-79	(a)
TD-22882	AMTRAK (NEC)	Discipline (Healy).	1-10-79	Assigned to Referee Kasher.
TD-22893	AT&SF	Extra Work (Young 3/19/78).	1-12-79	(a)
TD-22930	ConRail (PRR)	Compensation-Off Assignment (Myers).	2-9-79	(a)
TD-22936	ConRail (PRR)	Compensation-Off Assignment (Harpster 1/21/75 et al).	2-13-79	(b)
TD-22944	AT&SF	Transfer of Work (Glendale-Mobest).	2-14-79	(b)
TD-22978	SCL	Compensation-Extra Work (Smallwood).	4-6-79	(a)
TD-23027	ConRail (PRR)	Discipline (Gilmore).	4-18-79	(b)
TD-23030	C&NWT	Discipline (Shreffler).	4-19-79	(b)
TD-23052	C&NWT	Discipline (Colby).	4-23-79	(b)
TD-23059	N&W(VGN)	Relief of Chief (Bluefield, VA).	5-15-79	(b)

TD-23060	N&W(VGN)	Bulletining Positions (Bluefield, VA).	5-16-79 (b)
TD-	C&NWT	Officials Performing Duties St. Paul Office 9/5/78 (Peterson, Schendel & Sutherland).	9-10-79 (c)
TD-	IHB	Seniority (Douglas).	9-21-79 (c)
TD-	IHB	Discipline (Hartley).	9-21-79 (c)
TD-	SCL	Extra Work (Sammons 3/12 75).	12-10-79 (c)

Explanation of Reference marks in "Status" Column:

- (a) Awaiting referee assignment.
- (b) Awaiting rebuttals.
- (c) Awaiting Ex Parte.

P.L.B-2463 Dkt. 1	B&O Discipline (Keene).	4-17-79	Assigned to Referee Edgett.
P.L.B-2463 Dkt. 2	B&O Discipline (Bickel).	4-17-79	Same
P.L.B-2463 Dkt. 3	B&O Discipline (Hines).	4-17-79	Same
P.L.B-2463 Dkt. 4	B&O Discipline (Wilkinson).	4-17-79	Same

Of all the liars in the world, the worst
are your own fears.

Rudyard Kipling

If it weren't for the optimist, the pes-
simist would never know how happy he
wasn't.

Anonymous

Anticipation is the magnifying glass of
coming events.

Voltaire

Things ain't what they used to be and
probably never was.

Will Rogers

Nothing lowers the level of conversa-
tion more than raising the voice.

Stanley Horowitz

He who mistrusts should be trusted
least.

Theognis

**BEST
WISHES!**



BROTHERHOOD'S RELIEF & COMPENSATION FUND

3601 N. Progress Avenue

Harrisburg, PA., U.S.A. 17110

washington report

By Michael Marsh

America's railroads and their employees have cause for optimism as the industry enters the 1980s. That view comes from leaders in both labor and management, specifically from Presidents R. T. Bates of the Railroad Signalmen and James R. Wolfe of the Chicago & North Western.

Bates and Wolfe spoke on "currents of change" in the industry. They were among the speakers last fall at the 1979 annual conference of a unique organization — the Association of Railroad Editors.

The ARE brings together editors of railroad company and supplier magazines, labor publications and the trade press. The ARE's 1979 president was Ruben Levin, editor of LABOR newspaper. Its 1980 president is James Beck of the Union Pacific. The latest ARE conference took place in New Orleans.

Bates there suggested that all of transportation in this country is now in the midst of "drastic change." The railroad industry, he said, "has a great opportunity to expand and be a vital part of that change, if we are able to seize the opportunity and develop a spirit of cooperation."

The past few years, the BRS leader said, have brought "much progress toward developing a spirit of cooperation between labor and management" in the industry.

He cited joint efforts that blocked "at least temporarily" the coal slurry pipeline legislation threatening railroad coal traffic. Also he noted past cooperative efforts to protect the financial soundness of the railroad retirement system, and to win from Congress the Regional Rail Reorganization Act (3R Act) and the Railroad Revitalization and Regulatory Reform Act (4R Act). Moreover, he said, "together we worked to have a first-step users tax placed on barge lines," thus "reducing a small portion of the unfair competitive position enjoyed by waterway carriers."

On the other hand, Bates said, "labor has often had to overcome management

opposition in efforts to secure rail safety legislation to protect the lives and limbs of railroad workers . . . and to secure adequate funds to implement such legislation." He cited also current differences over rail regulatory changes.

"National collective bargaining," Bates observed, "has shown a definite improvement since the early 1970s." Also, "in some cases the atmosphere has improved in local negotiations with individual railroads, but in others we meet the same old adversary attitudes that have prevailed since the history of railroad labor began being recorded."

Looking back over the many labor-management battles in this industry, Bates suggested that "we have to expect disagreements, and in some cases our differences will require drastic steps to resolve, but many of those drastic steps should not have been necessary."

"History and experience have taught me," he said, "that railroad workers have not been unreasonable at the bargaining table and have only expected to be treated as well as workers in other industry."

Even now, Bates said, two recent strikes — on the Norfolk & Western and the Rock Island — show that "improvements in labor-management relations are needed."

"Generally, though," he said, "I think labor-management relations have improved and, being an optimist, I believe this trend will continue, as it must if the industry is to take advantage of the opportunity presented at this time."

"Because of the energy crisis," Bates explained, "I believe the railroad industry has a bright future and certainly is in a better position than other modes of transportation. It is up to all of us to inform the American people that railroads are the most fuel efficient of all the modes of transport available to them."

"Our country is going to continue to grow economically," Bates affirmed, "and the railroads should advance in like fashion, or perhaps even faster. These are precisely the reasons we have made every effort to keep the Milwaukee and other financially troubled roads in operation."

"In my judgement," the BRS leader declared, "our country needs virtually all

of the existing rail facilities we have now, and those facilities will become more necessary as oil becomes harder to get and prices increase."

Moreover, he suggested, "I believe the people of this country will demand that passenger as well as freight railroad operations be provided for their use. It behooves all of us in the industry to meet that demand."

Bates added: "If continuation of a rail service requires a federal subsidy, I see nothing more wrong in that subsidy than in subsidies to the airline and trucking industries that are an accepted practice."

* * * *

Speaking from a management standpoint, Wolfe of the C&NW also voiced optimism about the industry's future — but with a significantly different thrust than Bates.

As a general theme, Wolfe spoke of "my own pervading sense of hope and optimism that the railroad industry is not only going to survive the problems of the present but is going to emerge in the years immediately ahead as a streamlined and stronger transportation system."

Wolfe expressed this optimism not only for the midwestern railroads — his chief concern — but even for Conrail in the Northeast. What's already under way, he said, is "a fundamental restructuring of the railroad system of the Midwest."

With the Rock Island, Wolfe said, "viable and needed sections" should be sold to other roads. "The remainder of the Rock Island, those lines that have long since lost any semblance of economic viability, and those lines where service is already duplicated by one or more other carriers, can and should be abandoned," he affirmed.

Likewise with the Milwaukee Road, Wolfe said, a similar process is underway. He voiced strong support for the Milwaukee Road bankruptcy trustee's effort to shrink operations down to a small midwestern core. He opposed "throwing piles of federal money at a bankrupt railroad merely to keep it temporarily afloat."

Likewise, Wolfe said, the other midwestern carriers — hurt by "too many

light-density main and secondary lines" — must be allowed to "solve their own restructuring problems." By cutting off those lines, he indicated, the carriers will gain the profits needed to improve and modernize their track and rolling stock.

Wolfe also voiced great hope for railroad regulatory "reform," saying the "climate is encouraging and public attitudes are favorable," while "very impressive leadership is being undertaken by the Department of Transportation." Such regulatory changes would ease the path for rail mergers and abandonments, and for more flexible rate-fixing.

Thus there still exist strong labor-management differences about how big a railroad system America needs, and about regulatory changes, as well as on some other issues. But there's a major shift from the climate of harsh confrontation that dominated the 1960s and early 1970s. Leaders in both labor and management now foresee a possible upbeat future for the railroads in the 1980s.

The greatest public enemy is not the Mafia or Communism—it is indifference.

Billy Graham

•

You can't hold a man down without staying down with him.

Booker T. Washington

•

Even if you're on the right track, you'll get run over if you just sit there.

Will Rogers

•

Maturity is the ability to do a job whether you're supervised or not; finish a job once it's started; carry money without spending it. And last, but not least, the ability to bear an injustice without wanting to get even.

Dear Abby

rail remnants



OLD HOBO SIGNS



Catch train here



Guarded house



Be careful



Crime comitted
strangers beware



Doubtful



Dangerous drinking
water



This way



OK



Jail



Good place for
handout



Gentleman lives
here



No handout here



Police don't
like hobos



Stop



Hold your tongue



Camp here



Religious talk
gets a meal



This is the place

fifty years ago

In the January 1930 issue of THE TRAIN DISPATCHER, we find that: In reviewing the accomplishments of the A.T.D.A. in 1929, the record shows a monthly wage standard of \$300 for trick dispatchers had been fixed and wage increases were secured on 27 railroads. All told, over 1,000 dispatchers received increases which aggregated more than \$150,000. The Board of Mediation handled 129 cases, of which the A.T.D.A. had 17, being second in number to the Clerks, who had 22 . . . The ICC has finally submitted its long-awaited plan proposing railroad consolidations into a limited number of large systems, as ordered by Congress in 1920. The Commission has tentatively grouped the railroads of the country into 20 major systems. The Commission makes clear that the plan is largely suggestive, is subject to later modifications and for the present may be regarded as little more than a procedural step . . . U.S. Supreme Court will review the decision of the Circuit Court of Appeals in the hotly contested suit of the T&NO vs. the Brotherhood of Railway Clerks, which the latter won in the lower courts . . . ICC has ordered the UP to build a 185-mile extension across central Oregon to cost approximately \$9 million . . .

In the February 1930 issue of THE TRAIN DISPATCHER, we find: The Association is assisting the Industrial Health Conservancy Laboratories of Cincinnati in an ambitious survey of the work and health of train dispatchers in an effort to determine why the average age of dispatchers is 50 years, whereas mortality tables of insurance companies show that the normal life of an adult is 65. Sample of 1930 type humor: Two little boys were watching a barber singe a man's hair. First boy: "What's that man doin'?" Second boy: "He's huntin' for 'em with a candle."

You can preach a better sermon with your life than with your lips.

Oliver Goldsmith

twenty-five years ago

In the January 1955 issue of THE TRAIN DISPATCHER we find: A release from the Railroad Retirement Board reporting on the effect of damage settlements on sickness benefits . . . Column entitled "The Peoples Business" suggests a plan for peace. It urged the United States to develop a comprehensive program for peace that can be easily understood by the people of all nations . . . "Was the Adoption of the 'Hard Money' Policy Justified?" asks the article featured in the Washington Window. Democratic members of the Joint Committee said, "Yes," and three out of four private economists testifying before the committee said, "No."

Cartoon showing significance and importance of the merger of AFL & CIO now hopefully discussed in labor circles . . . The tremendous potentialities for good and evil in the new revolution called Automation . . . A report of theory that slippery rail is caused by an extremely thin layer of oil is suggested by General Electric and the feasibility of washing the rails with a detergent.

In the February 1955 issue of THE TRAIN DISPATCHER we find: O. H. Braese, president, commenting on current events. The Department of Labor reporting on decreased living costs of several fractions of one per cent during 1954. The year also saw force reductions creating serious unemployment . . . Two more railroads have put their Chiefs on a 5-day week, bringing the total to 33 railroads . . . The CIO has started a movement to establish a guaranteed yearly wage according to *Curt's Column*, also the abandonment of Foreign Pass privileges is called "picayunish" by the same writer . . . Buying calendar for February suggests this is the time of year to buy an excellent vacuum cleaner for \$50 or less . . . Sample of 1955 type humor: Teacher: "Johnnie, what did you have for breakfast?" Johnnie: "I et six eggs." Teacher: "No, Johnnie, you should say 'ate'!" Johnnie: "Well, mebbe it was eight I et."

honor members

In recognition of their 50 years of continuous membership in the A.T.D.A. the following brothers have been awarded the special 50-year membership Honor Emblem in December 1979:

E. B. Callies
H. V. McIntire

M&STL
GN

the doctors say

Too much bran?

By Lawrence Lamb, M.D.

Dear Dr. Lamb—I have never seen anything about the possible adverse effects of too much bran in the diet. I have read that there is such a thing as too much bulk. I eat bran daily because it seems that it's the only effective food, other than laxatives, that will work on my system. Is this all right?

Dear Reader—The old phrase "too much of a good thing" applies to almost everything. We need sunshine but if we get too much, we are sunburned and repeated exposure increases the chances of skin cancer. We need oxygen to sustain life but too much can cause oxygen poisoning and death. We need food but too much, particularly of rich foods, will lead to obesity.

Yes, there is such a thing as too much bran in the diet for some people. The increased bulk appears to decrease the absorption of some vitamins and minerals. For this reason, people who take large amounts of bran won't hurt their system any if they use one standard all-purpose vitamin tablet a day that contains iron. People who use ordinary amounts of bran or just ordinary whole cereal do not need to do this. Besides, most commercially prepared cereals are already fortified with additional vitamins.

The other problem is that some people with disorders of the stomach, particularly gastric ulcers, don't tolerate increased

bulk so well. Bulk appears to be good for the colon and not so good for the stomach. However, the bulk in the diet will delay emptying of the stomach which is important to some people, such as those who tend to have low blood sugar an hour or two after eating. The delayed emptying of the stomach seems to smooth out and prevent such reactions.

Finally, it should be mentioned that particularly in the first three or four weeks of increasing the amount of bran in the diet a person may experience enormous amounts of gas. This is very uncomfortable, particularly to people who are already having colon problems. Usually this phase will pass and the colon will adjust to the increased amount of bulk. Another approach is to very gradually increase the bran in the diet, thereby avoiding having the colon to have to make such a big adjustment.

There are other important aspects to managing the bowel besides just increasing the bulk in the diet. Improved colon function is good enough reason to include at least a modest amount of bran in the diet. You can get a lot of that from using whole wheat products such as real whole wheat bread and whole grain cereals.

There is also some evidence that the improved colon function may help prevent colon cancer—the second most common cause of cancer deaths in both men and women in the United States. This point is debated by different researchers but there is enough evidence to suggest that the prudent person will lean toward improving the amount of bulk in the diet as long as it is well tolerated.

Here's a toast, for no reason at all, to sauerkraut, that great, traditional German dish which originated more than 2,000 years ago in China where the Emperor Shih Huang-ti fed it to his coolie slaves while they were building the Great Wall of China. Captain Cook also gave a daily dose of it to his sailors; because it's high in vitamin C, it staved off scurvy.

Nothing great was ever achieved without enthusiasm.

Ralph Waldo Emerson

the ladies' corner

By Beth Sprau, Reporter

Time sure has a way of slipping by. It seems like only last year that we attended the ATDA Convention in Chicago, with the 1979 convention being four years in the future. Now the 1979 convention is over and next year will be the 1983 convention (or so it will seem).

I would like to thank the ladies who organized the events for the wives who attended. It isn't easy to try to find things that will please women of all ages from all parts of the country, but I sure think they did a fantastic job. I know I enjoyed every minute of our stay, and enjoyed seeing the ladies I met last time and meeting new friends. Everyone was so friendly, it seemed almost as if they were all old friends.

I also would like to thank the women who work in the ATDA office for being so patient and kind. It was nice to be able to check in with them from time to time to get our husbands' schedule, or leave messages. They worked long hours, but always had a smile.

Speaking of how fast time goes by, I really have become aware of it now that we have a baby. It seems like yesterday that we brought home a tiny little bundle, and now she's running all over getting into everything. I found a poem that really expresses how I feel about how fast our baby is growing, even though she is only a year old.

BABY'S WORTH

Two tiny shoes and a lock of hair
An infant's dress laid out with care
A baby's crib with dust of years
Stained here and there with a mother's tears

Tears of contentment that baby has grown
Tears of sorrow that the years have flown
Flown much too fast to realize
The meaning of happiness baby implies

When baby is small tho short the day
From daily routine relax and play
Enjoy this bundle of happiness
That God your home so generously blessed.

Enjoy the warmth of your baby's lot
Your work will wait but the years will not
When baby signals let yourself free
A happier mother for baby you'll be

Jerry Kerns

Whenever I think of that poem, I realize that the dishes or the dusting can wait a little longer, but Susan won't.

I have two recipes that I would like to share with you. The first one is for a cookie that I'm sure has an extraordinary amount of calories, otherwise it wouldn't be so good.

HELLO DOLLIE COOKIES

14 Graham crackers
1 C. coconut
1 C. nuts
½ C. butter
1 C. chocolate chips
1 can Eagle Brand milk

Roll out crackers, put into a 7 x 11" pan. Melt butter, add to crumbs. Put into pan, pat down. Sprinkle coconut on crust. Then add chocolate chips and nuts. Pour the can of milk over all and bake for 25 minutes in 350 degree oven. Cut when still a little warm.

The second is for an unusual salad that I fixed for Thanksgiving. It is a very pretty salad and should be served in a clear salad bowl.

CORN VEGETABLE SALAD

1 10 oz. pkg frozen cut corn
1 C. sliced celery
Few thin slices of red onion
3 TBL cider vinegar
Seasoned salt and pepper to taste
½ C. diced green pepper
1 tomato diced
3 TBL vegetable oil
1 TBL sugar

Cook corn according to directions on package; cool. Add remaining ingredients and chill overnight. Makes 6 servings.

Helpful Hints:

Use powdered sugar in place of flour when rolling cookies. The cookies will be sweeter but won't get tough

If soup is too salty, add a few slices of raw potato. Boil a few minutes. Repeat if needed with fresh potatoes.

This is my first attempt as reporter for the women's section of the ATDA Magazine. The magazine is published bi-monthly. I would appreciate hearing from any of you on things you would like to see in this section. Some suggestions are: recipe exchanges, sewing ideas, tips for working wives and mothers (I need some), household hints, unusual hobbies, poetry, stories, collector's exchange, or maybe some of you have some type of business out of your home and would like to share with us. Please send any comments or ideas (preferably ideas) to me—I'll need all the help I can get.

Please remind any other dispatchers' wives that you may know of about this part of the magazine. My address is P.O. BOX 66, Palmer, Wash. 98048.

soup to nonsense

By Jane Goodsell

Daffynitions

A is for Adventure which, when we're home safe, we view danger and discomfort as.

B is for Bathtub which is what people who dial wrong numbers get perfect strangers out of to answer.

C is for Circle which is a shape that if it had corners would be a square.

D is for Dizzy which, if you run around in circles, you'll become.

E is for Eloquent which, if you can keep your hands in your pockets while giving direction, you are.

F is for Fine which when you find an empty parking space, you'll probably get for parking there.

G is for Gossip which the worse it is, the better.

H is for Hurry which if you'll be late if you don't, you ought to.

I is for Inflation which is when everybody has so much money that nobody has enough.

J is for Jumping which we often get to conclusions by doing.

K is for Knitting which, when you feel like wringing your hands, is a better alternative.

L is for Less which is what people who wake up with hangovers should have drunk the night before.

M is for Mannerly which people who don't say "please" and "thank you" aren't.

N is for Nickel which nowadays you can buy a five-cent candy bar for if you have four of them.

O is for Ostentatious which is what the neighbors are when they buy things we can't afford to.

P is for Pedestrian which is what people who aren't in cars are.

Q is for Quartet which, if you're with three other people, you become.

R is for Relax which the harder you try to, the less you can.

S is for Slim which is the chance most of us have of getting to be.

T is for Time which it seems like we're always wishing it were earlier or later than it is.

U is for Ulterior which is the motive many good deeds are done out of.

V is for Vegetables which, if it's corn on the cob, kids are crazy about.

W is for Whisper which, when you tell a secret you promised not to, you'd better.

X is for Xmas which should be an X-rated way to spell it.

Y is for Younger which it's consoling to remember that nobody else is getting any either.

Z is for Zero which, when the gas gauge points to it, it's wise to get to a filling station fast.

* * *

Inflation: The Conference Board points out that the average American family had to earn almost twice as much in 1979 as it did in 1970 to maintain the same standard of living.

* * *

It may have occurred to you that, while supermarket prices are disastrous these days, restaurant prices are only depressing. The fact of the matter is that grocery prices went up 10.5 per cent last year while restaurant prices only went up 9 per cent.

retirements of members

B. O. Burbank SP

Retired on July 30, 1979: Brigham O. Burbank of the Roseville, Calif., office, Southern Pacific Railroad, after 39 years of railroad experience including 30 years as a train dispatcher.



Bro. Burbank was born on Nov. 22, 1919. He began his railroad career on the UP in February 1940 at Pocatello, Ida., on a steel gang which later moved to Kelso, Calif., and worked through Nevada and

Utah. He went to telegraph school in Ogden, Utah, in 1941, with the SP and started as operator on Mar. 20, 1942, at Rose Creek, Nevada. He worked at Valley Pass, Nev., and Bridge, Utah. After entering military service on June 13, 1944, and serving 18 months in Germany with the U.S. Army, he was discharged as a staff sergeant on May 22, 1946, and returned to work as first track operator at Rose Creek, Nevada. He then worked as agent at Beowawe, Nev., and then operator at Valley Pass, Nevada. He was promoted to train dispatcher Oct. 10, 1948, at Ogden, Utah. After moving to Sparks, Nev., in 1949, he returned to Ogden in 1950, staying there until February 1964, when the office was closed and transferred to Roseville, Calif., working as dispatcher and Assistant Chief Dispatcher until retirement.

Bro. Burbank has been a continuous member of the A.T.D.A. since Mar. 7, 1949, and was awarded the special 25-year membership Honor Emblem in 1975.

Retirement plans included moving back to northern Utah so he can enjoy some snow again, do some traveling and visit his brothers dairy farm. His address is 859 Kershaw St., Ogden, Utah. 84403.

S. Simpson Amtrak

Retired on Aug. 27, 1979: Sewyn Simpson of the Boston, Mass., office, Amtrak, after many years of railroad experience including 15 years as a train dispatcher.

Bro. Simpson was born on Aug. 26, 1919. He has been a continuous member of the A.T.D.A. since July 13, 1964. His address is 24 Bell St., W. Warwick, R. I. 02893.



J. W. Reed PRR

Retired on Oct. 19, 1979: John W. Reed of the Harrisburg, Pa., office, Pennsylvania Railroad (Conrail), after a railroad career of 38 years including 26 years as an Assistant Movement Director and Movement Director.



Bro. Reed was born at Harrisburg, Pa., on Oct. 5, 1918. He began his railroad career as a clerk with the old PRR on July 12, 1941. He continued in that capacity until July 1944, when he entered military service with

the U.S. Army and was sent to Okinawa. Upon returning in October 1946, he worked various clerical positions and started in the Harrisburg Movement office on Aug. 20, 1953. The entire office was transferred to Philadelphia in 1962 and returned back again in March 1964. He served as Office Chairman from July 1964 to December 1965. The day he retired many of his office people and other friends gathered around a nicely decorated cake and presented him with some gifts which included a wallet with a crisp \$100 bill inside.

John has been a continuous member of the A.T.D.A. since Feb. 10, 1961.

Retirement plans include church activities, serving on the Board and as treasurer of a local Mission Board. He will also be engaged in repair work to the Mission and his own home. He expresses his thanks to all who have made his railroad career an enjoyable one. His address is 4045 Linglestown Road, Harrisburg, Pa., 17112.



F. L. Harvey CMStP&P

Retired on Oct. 1, 1979: Frederick L. Harvey of the Aberdeen, S.D., office, Chicago, Milwaukee, St. Paul & Pacific Railroad, after 42 years of railroad experience including 36 years as a train dispatcher.



Bro. Harvey was born at Herndon, Iowa, on Aug. 9, 1918. He began his railroad career as a section laborer, baggageman and yard clerk and then on June 13, 1938, began as agent-operator at Sioux City,

Iowa. He studied telegraphy under his father, Fred Harvey, who was agent. Fred was promoted to train dispatcher on Sept. 22, 1943, and worked as dispatcher in various offices. He served in WW II and then returned to the Aberdeen office Aug. 1, 1949, where he stayed until retirement.

Bro. Harvey has been a continuous member of the A.T.D.A. since Mar. 19, 1946, and was awarded the special 25-year membership Honor Emblem in 1971.

Retirement plans include living on his ranch near Westport, S.D. with his wife, Helen. His address is P.O. Box. 218, Westport, S. D. 57481.

F. A. Gates Jr. B&O

Retired on Sept. 4, 1979: Fred A. Gates Jr. of the Cumberland, Md., office, Baltimore & Ohio Railroad, after 30 years of railroad experience including 17 years as a train dispatcher.



Bro. Gates was born at Swanton, Md., on Sept. 2, 1978. He began his railroad career in the signal department from December 1945 to May 1946. On Sept. 1, 1949, he started as an operator, then worked as a wire

chief and was promoted to train dispatcher on Apr. 13, 1962.

Fred has been a continuous member of the A.T.D.A. since July 19, 1964. He is a member of St. Paul's Lutheran Church at Cumberland, United Commercial Travelers, the Masonic Order East Gate Lodge No. 216 (York Rite), the Ali Ghan Shrine at Cumberland, Woodmen of the World and the LaVale Lions Club.

Retirement plans include some traveling and gardening with his wife, Ruth, and Fred will continue working with the Railroad Unit of the Ali Ghan Shrine. His address is 938 Center St., LaVale, Md. 21504.



J. E. Durham EL

Retired on disability Mar. 27, 1979: Jack E. Durham of the Youngstown, Ohio, office, Erie-Lackawanna Railroad (Conrail), after 34 years of railroad experience including 26 years as a train dispatcher.

Bro. Durham was born at Marion, Ohio, on June 7, 1924. He began his railroad career as an operator on Nov. 20, 1945, working at Sterling and Creston Towers and on third trick at Martel, Ohio and third trick at Marion terminal building. He was promoted to train dispatcher on Jan. 1, 1953.

He served in World War II and was awarded the purple heart and bronze star.

Bro. Durham has been a continuous member of the A.T.D.A. since Aug. 17, 1953, and was awarded the special 25-year membership Honor Emblem in 1978.

Retirement plans include hobbies of fishing and coin collecting. His wife's hobbies are flowers and hand craft. His address is 315 S.E. Myrtle St., Okeechobee, Fla. 33472.



J. D. Cupp MKT

Retired on disability Apr. 18, 1979: Johnny D. Cupp of the Denison, Tex., office, Missouri Kansas Texas Railroad Co., after 37 years of railroad experience including 34 years as a train dispatcher.



Bro. Cupp was born at Blair, Okla., on Feb. 2, 1923. He began his railroad career as station helper at Broken Arrow, Okla., on Oct. 3, 1941, and was promoted to clerk in March 1942. After being promoted to telegrapher in July 1942, and working various stations in Kansas and Oklahoma, he was promoted to train dispatcher on Dec. 19, 1944. He worked as dispatcher in Parsons, Kans., Muskogee, Okla., Denison, Tex., Wichita Falls, Tex., Waco, Tex., and Smithville, Tex., before the offices were all consolidated into one office at Denison, Tex., on Jan. 1, 1969. During dispatching career, he worked many years as Night Chief Dispatcher, Assistant Chief Dispatcher and Chief Dispatcher in various offices. Due to ill health he returned to dispatching, working first trick, handling all lines from Denison, Tex. to St. Louis, Mo., Kansas City, Mo., Joplin, Mo. and Chanute, Kan. He served

several terms as Office Chairman for the A.T.D.A.

Bro. Cupp has been a continuous member of the A.T.D.A. since Sept. 10, 1945, and was awarded the special 25-year membership Honor Emblem in 1970. He is a member of Parkside Baptist Church, Denison, Lone Star Lodge 402 Chapter and Council and Comandry of Knight Templars, Denison, Tex., Hella Shrine Temple-Dallas.

Retirement plans include being involved with the above along with six grandchildren. His address is Rt. 2, Box 40-J, Denison, Tex. 75020.



N. E. Arntz SP

Retired on June 30, 1979: Norman E. Arntz of the Eugene, Ore., office, Southern Pacific Railroad, after 49 years of railroad experience including 35 years as a train dispatcher.

Bro. Arntz was born at Burnstadt, N.D. on Jan. 20, 1915. He began his railroad career on the section Apr. 7, 1930, on the Soo Line. He started on the SP on July 3, 1941, and was promoted to train dispatcher Aug. 2, 1944.

He has been a continuous member of the A.T.D.A. since Jan. 2, 1945, and was awarded the special 25-year membership Honor Emblem in 1970.

Retirement plans include gardening and occasional gourmet cooking. His address is 2390 Pioneer Pike, Eugene, Ore. 97401.



S. S. DuBois L&N

Retired on June 15, 1979: Sibley S. DuBois of the Evansville, Ind., office, Louisville & Nashville Railroad, after many years of railroad experience including 36 years as a train dispatcher.

Bro. DuBois was born on Apr. 7, 1916. He first joined the A.T.D.A. on Oct. 26, 1942. His address is Box 174, Route 10, Evansville, Ind. 47712.

W. N. Lockwood PRR

Retired on Aug. 1, 1979: Wayne N. Lockwood of the Ft. Wayne, Ind., office, Pennsylvania Railroad (Conrail), after a railroad career of 43 years including 27 years as a train dispatcher.



Bro. Lockwood was born at Bluffton, Ind., on July 7, 1917. He began his railroad career in the track department on Sept. 23, 1936. He was transferred to switch-tender in 1942 and to operator in 1949. On Mar.

13, 1952, Wayne was promoted to train dispatcher. He worked in the Chicago, Ill., office from 1955 to 1963.

Bro. Lockwood has been a continuous member of the A.T.D.A. since Sept. 7, 1955.

Retirement plans include doing a lot of fishing and golfing. He enjoys gardening and is active in the Masonic Lodge and Duplicate Bridge Club. His address is 1603 Magnolia Lane, Ft. Wayne, Ind. 46805.

**G. C. Rex** L&N

Retired on June 15, 1979: Gilbert C. Rex of the Latonia, Ky., office, Louisville and Nashville Railroad, after many years of railroad experience including 25 years as a train dispatcher.

Bro. Rex was born on Jan. 19, 1919. He first joined the A.T.D.A. on Mar. 4, 1952. His address is 6767 Curtis Way, Florence, Ky. 41042.

**C. P. Neal** C&O

Retired on June 28, 1979: Clifton P. Neal of the Rainelle, W. Va., office, Chesapeake & Ohio Railroad, after many years of railroad experience including 36 years as a train dispatcher.

Bro. Neal was born on July 5, 1915. He has been a continuous member of the A.T.D.A. since July 28, 1943, and was awarded the special 25-year membership Honor Emblem in 1968. His address is 310 11th St., Rainelle, W. Va. 25962.

**L. W. Fannon** PRR

Retired in 1979: Lawrence W. Fannon of the Cincinnati, Ohio, office, Pennsylvania Railroad (Conrail), after many years of railroad experience including 26 years as a train dispatcher.

Bro. Fannon was born on Mar. 4, 1919. He has been a continuous member of the A.T.D.A. since July 20, 1953, and was awarded the special 25-year membership Honor Emblem in 1978. His address is 785 McClelland Rd., Milford, Ohio 45150.

**C. E. Bacon** Amtrak

Retired in 1979: Calvin E. Bacon of the Baltimore, Md., office, Amtrak, after many years of railroad experience including 29 years as a train dispatcher.

Bro. Bacon was born on Aug. 30, 1925. He has been a continuous member of the A.T.D.A. since May 24, 1950, and was awarded the special 25-year membership Honor Emblem in 1975. His address is 537 Monkton Rd., Monkton, Md. 21111.

**R. M. Beard Jr.** WP

Retired on Sept. 14, 1979: Robert M. Beard Jr., of the Sacramento, Calif., office, Western Pacific Railroad, after many years of railroad experience including 30 years as a train dispatcher.

Bro. Beard was born on Sept. 4, 1919. He first joined the A.T.D.A. on Aug. 19, 1949. His address is 1254 Ridgeway Drive, Sacramento, Calif. 95822.



H. E. Dickinson Jr. BN

Retired in 1979: Harry E. Dickinson Jr., of the Havre, Mont., office, Burlington Northern Railroad, after many years of railroad experience including 37 years as a train dispatcher.

Bro. Dickson was born on Mar. 7, 1915. He has been a continuous member of the A.T.D.A. since July 22, 1941 and was awarded the special 25-year membership Honor Emblem in 1967. His address is P.O. Box 124, Havre, Mont. 59501.

outdoor sportsman

Use a camera instead of a gun

By H. Williams

A camera in the spring can be a great help in improving your duck hunting the next fall.

The seasons to hunt with a gun are closed, but there's nothing to stop you from setting up a bunch of decoys and then shooting them with a camera. The birds aren't nearly as spooky as they were during the hunting season. They'll decoy a lot easier and you should be able to get some outstanding pictures.

There won't be the pressure you feel during the season when birds are coming in and everyone is tensed up waiting for the moment to stand up and shoot. This gives you the time to observe more of the ways of ducks, and this will help come next season.

With not so much at stake, you can experiment with your calling, listening to the ducks more, and find just what kind of a call does the best job with the duck call you have. Because they aren't as leery in the spring, it's possible to get a lot more chances for there won't be a couple of other hunters down the lake a ways blazing away just when you have them coming your way.

What kind of camera to use? There are a dozen or more quite adequate 35 mm cameras on the market today that have first-rate lenses. You don't need a Nikon, Canon or Pentax with the hundreds of dollars represented in their purchase.

With the films we have today, you can shoot with available light in color or black

and white from dawn to dusk on most days.

One warning: this camera business can bite and bite hard, making addicts out of people who never gave pictures a second thought before. And once you start buying camera equipment, you'll find it can be every bit as expensive as guns and fishing tackle.

But even if you stick with simple equipment, you'll find a camera is a great thing to have along on all your trips.

If you've ever been in the wilds and have neglected to bring a wash basin, the hub caps from your car or truck work well.

You can set up two of them: one for washing the dishes, the other for rinsing them. You can use a hub cap for an emergency water carrier or to use for picking berries. Two hung together can be clanged to scare bears from your camp.

If you get in trouble in a desert, hub caps can be used like a hat to protect your head from the sun. The bright metal will reflect much of the sun and with cloth between it and your head, you could prevent a bad burn.

A brightly polished one could also be used for a signal flasher in an emergency.

The divorce rate may be dismaying, but it doesn't seem to discourage Americans from walking down the aisle. Census Bureau figures show that nearly 95 per cent of all Americans have married or will marry at some point in their lives, although one in five of those who have already married has been divorced.

* * *

The petfood business is booming. While overall supermarket sales have been on a plateau for the past five years, the quantity of food for Fluffy and Fido has increased at better than four per cent per year—30 per cent in five years. Dog and cat meals now occupy 210 feet of shelf space in the average supermarket. That's considerably more space than is occupied by such categories as soft drinks and breakfast cereals.



George Meany, our leader and our friend, has been taken from us. But what he did, what he said, what he meant shall always be with us.

He left us with much more than memories of a strong, warm, compassionate man. His legacy is the AFL-CIO itself.

George Meany constructed this house of labor out of the same granite that his Maker used in creating him. He forged the strongest, most independent, most democratic labor movement in the world.

American workers, whether they carried a union card or not, considered George Meany their spokesman. In forum after forum, his voice was their voice; expressing their hopes, fears, needs and aspirations with clarity and wisdom.

But George Meany was much more than an American trade union leader. Throughout the world, workers in other countries have established their own free, democratic movements with the help, guidance and inspiration of George Meany.

Behind the Iron Curtain and in all countries ruled by dictators, George Meany was hated by the oppressors because he was a beacon of hope for the oppressed. He was their spokesman, too — sounding a message of freedom, of free men and women living their lives as they wished.

We thank God for giving us George Meany. We thank his family for sharing him with us and with all who love liberty.

But, most of all, we thank him and pledge to carry out his final admonition to us: "Yours is a good labor movement. Now go out and make it better."

Lane Kirkland, President AFL-CIO

obituaries

It is with sincere sorrow that the Association records the death of these members, a significant part of whose lives have been spent in support of our mutual ideals and purposes. We extend our sympathy to the bereaved families

BENJAMIN F. BIGGS, 93, of Wilmington, N.C. in 1979. He retired on July 30, 1959, from the Wilmington, N.C., office, Atlantic Coast Line, after 58 years of railroad experience including 48 years as a train dispatcher.



Bro. Biggs was born at Wadesboro, N.C., on Aug. 6, 1886. He began his long railroad career as a clerk for the ACL at Wadesboro on Sept. 1, 1901. After learning telegraphy on that job, he secured employ-

ment as an operator on the Second Division of the SAL in September 1902, and worked as operator-agent until August 1907, when he re-entered the employ of the ACL on what was then the Columbia District. He worked as operator and agent until being transferred to the dispatchers' office at Florence, S.C., in February 1911, where he was promoted to train dispatcher in June of that year. On Dec. 1, 1912, the Winston-Salem Southbound Railway, then operated as a part of the ACL, was established as a separate operation with offices at Winston-Salem, N.C., and a full set of dispatchers. As a result, Bro. Biggs transferred to the Southbound and remained with that line until 1920. From August to October of 1920, he dispatched for the NYC at Kankakee, Ill., and then returned to the ACL as a dispatcher. During November and December of 1925, he was assigned to the Tampa District in Florida. He then

shifted to the Wilmington office where he worked until he retired.

Bro. Briggs first joined the A.T.D.A. on Mar. 1, 1921, and had been a continuous member since 1945, receiving the special 25-year membership Honor Emblem in 1970.

Survivors include his son, Robert L. Briggs, 2007-A Summerhill, Wilmington, N.C. 28401.

SAMUEL P. HAWTHORNE, 80, of Harrisonburg, Va., on Sept. 21, 1979. He retired on Jan. 1, 1963, from the Pittsburgh office, Pittsburgh & Lake Erie Railroad, after 46 years of railroad experience including 24 years as a train dispatcher.



Bro. Hawthorne was born in Lawrence County near New Castle, Pa., on June 5, 1897. He began his long career with the P&LE on July 19, 1916, as a towerman and telegraph operator. On April 5, 1937, he was

promoted to train dispatcher. He was appointed Chief Signalman and Rules Examiner on July 6, 1953, and held this position until Feb. 1, 1954, when the position was abolished in an economy move and he returned to dispatching, holding first trick until he retired. He served as Vice General Chairman, P&LE, from 1947 to 1953.

Bro. Hawthorne had been a continuous member of the A.T.D.A. since Jan. 17, 1938, and was awarded the special 25-year membership Honor Emblem in 1963.

He is survived by his son, David L. Hawthorne, 116 S. Roberts Drive, Sugar Hill, Ga. 30518.

GEORGE P. HARGITT, 62, of Orlando, Florida on Sept. 30, 1979. He retired June 11, 1978, from the Indianapolis, Ind., office, New York Central (Conrail), after 36 years of railroad experience including 34 years as a train dispatcher.

Bro. Hargitt was born at Indianapolis, Ind., on Sept. 11, 1917. He began his railroad career as a student operator on Feb. 18, 1942 with the Pennsylvania Railroad and was promoted to train dispatcher on Dec. 23, 1943. After retiring, he moved to Florida where he resided until struck by a sudden heart attack.

Bro. Hargitt had been a continuous member of the A.T.D.A. since July 17, 1944, and was awarded the special 25-year membership Honor Emblem in 1969.

He is survived by his wife, Mrs. G. P. Hargitt, 880 Okaloosa Ave., Orlando, Fla. 32807.

OTTO A. KRAGSKOW, 89, of Bloomington, Minn. on Feb. 5, 1978. He retired on July 30, 1955, from the St. James, Minn., office, Chicago, St. Paul, Minneapolis & Omaha Railway, after 48 years of railroad experience including 37 years as a train dispatcher.

Bro. Kragkow was born at North Omaha, Neb., on Jan. 3, 1889. He began his railroad career as helper on the CStPM&O at Bloomfield, Neb., on Apr. 25, 1907. The following year he began working various agent and telegraph positions until September 1918, when he became extra dispatcher in the Webster Street Building, Omaha. He acquired a regular assignment in August 1920, which he worked until 1933 when the Nebraska and Western Divisions were consolidated and he moved to the St. James, Minn., office, where he remained until he retired.

Bro. Kragkow had been a continuous member of the A.T.D.A. since July 2, 1919, and was awarded the special 25-year membership Honor Emblem in 1944 and the 50-year membership Honor Emblem in 1969.

Survivors include his daughter Mrs. Donald (Mildred) Kendell, 4217 W. 100 St., Bloomington, Minn. 55437.

DAVID S. MARTIN, 53, of Feasterville, Pa., on Apr. 27, 1979. He worked in the Philadelphia, Pa., office, Reading Railroad (Conrail), with 31 years of railroad experience including about 25 years as a train dispatcher. Death was due to heart failure.

Bro. Martin, commonly known as "Pete", was born at Trevose Heights, Pa., on Nov. 30, 1925. He began his railroad career as a towerman in February 1948, and was promoted to train dispatcher during the 1950's.

He had been a continuous member of the A.T.D.A. since Mar. 6, 1958. He was a member of Scottsville Methodist Church and Hilltop Athletic Association. He served in the U.S. Navy during W W II. He played baseball for many years and had coached boys teams.

Survivors include his wife, Doris J. Martin, 2012 Delwhit Drive, Feasterville, Pa. 19047; sons, David S. Jr. and Christopher S.; one brother, John H. Sr. of Tarpon Springs, Fla.

HUGH A. CARLIN JR., 58, of Knoxville, Tenn., on Sept. 2, 1979. He worked in the Knoxville, Tenn., office, Southern Railroad, with 37 years of railroad experience including 36 years as a train dispatcher. Death was caused by cancer.



Bro. Carlin was born at Middleton, Tenn., on Sept. 16, 1921. He began his railroad career as a telegraph operator on Dec. 9, 1941, and at the age of 22, was promoted to train dispatcher on Jan. 4, 1943.

He worked on the Memphis Division, now known as the Tennessee Division. Bro. Carlin was the

youngest of four brothers who were all railroaders, three as dispatchers and one in the signal department. Lestus, now deceased, was a dispatcher, Hubert, now retired, was a dispatcher and Otto, now retired, was a signalman. H. A. was known on the division as "Little Carlin" or simply "H."

Bro. Carlin had been a continuous member of the A.T.D.A. since July 12, 1943, and was awarded the special 25-year membership Honor Emblem in 1968. He was affiliated with the Norwood Church of Christ, Knoxville.

He is survived by his wife, Jean Carlin, 3208 Warlock Lane, Knoxville, Tenn. 37921; sons, Allen C., Douglas W., and E. Wade; daughter, Janet Carlin; two brothers; three sisters and four grandsons.

JOHN J. WATSON, 57, of St. Thomas, Ontario, Canada on Sept. 21, 1979. He worked in the St. Thomas office, Chesapeake & Ohio Railroad, after 30 years of railroad experience including 24 years as a train dispatcher.



Bro. Watson was born in Aldborough Township of Ontario on Aug. 5, 1922. He began his railroad career as an operator on the NYC Aug. 12, 1949. After resigning from the NYC in 1951, Bro. Watson began service

on the Canadian Division of the C&O working most stations and was promoted to train dispatcher on June 23, 1955. He worked all positions in the St. Thomas office and at the time of his death held position of 2nd trick Assistant Chief Dispatcher.

Bro. Watson had been a continuous member of the A.T.D.A. since Aug. 8, 1956. He was also a member of St. Mark's United Church and a member of Masonic Lodge No. 386, McColl Lodge, A.F. & A.M., in West Lorne, Ontario.

Bro. Watson is survived by his wife, Jean Watson, 52 Parkside Drive, St. Thomas, Ontario, son Danny of Wallaceburg, Ont., and daughters, Mrs. Robert (Karen) Pell, St. Thomas; Mary of London, Ont., and Jacqueline. Also his father, John R. Watson of St. Thomas, a sister, Mrs. Harold (Margaret) Marr of West Lorne, Ont., and three grandsons.

One of the most difficult things to give away is kindness—it is usually returned.

Dr. Cort R. Flint

As if we could kill time without injuring eternity.

Henry Thoreau

Our doubts are traitors, and make us lose the ground we oft might win by fearing to attempt.

Shakespeare

It is well known what a middle man is: He is a man who bamboozles one party and plunders the other.

Benjamin Disraeli

Change of Address Notice

To assure prompt delivery of your TRAIN DISPATCHER, when you change your address, fill in this coupon and mail to THE TRAIN DISPATCHER, 1401 S. Harlem Ave., Berwyn, Ill. 60402.

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New Street Address

City

State of Zip Code

Old Address

hobbies

Bridge Anyone ?



Playing The Cards

By, J. F. Frana

As was discussed in the last article, not only when you relinquish the lead but also who it is relinquished to, can be important when playing a hand. Following are some examples of what declarer can do to control the play by giving up the lead to a particular hand.

You hold: Spades x x x, Hearts A 10 x x x, Diamonds Q x, Clubs x x x; dummy: Spades A, Hearts K J 9 x, Diamonds A K J x x and Clubs K x x. Opening lead is the Spade king. Your contract is 4 Hearts. What can you do to make your contract regardless of how the cards lay? A Club lead, through the king on the board, would be fatal with 3 small Clubs in your hand so you can not let the player to your left lead. The sure bet, after taking your Spade ace, is to lead a small Heart to your ace. Then lead the Heart 10 from your hand, letting it run if the player to your left does not play the queen. If the queen does show up to your left, you have no problem as you can draw the outstanding trump and sluff your losing Clubs on the long Diamonds. If the player to your right has the queen, he has the unpleasant choice of leading up to the king of Clubs, into the good Diamond suit, or letting dummy trump a Spade. No lead he makes can hurt you. If the player to your right does not have the queen, the trump play can be repeated and the queen is the only outstanding trump if both players followed suit. If the player to the right shows out on the second round of trumps, you repeat the finesse and the trump queen is dead. How many you make depends on where the queen of trump is, how they break and how the Clubs break. The important thing is, as long as you do not let the hand to your left in to lead, you make your contract regardless of breaks, good or bad.

This time you hold: Spades A J Q x x, Hearts x, Diamonds x x x, Clubs K x x; dummy: Spades J x x x, Hearts A Q J 10, Diamonds A x and Clubs x x x. Contract is 4 Spades. Opening lead is the Diamond king. Here your best bet is to let the opening lead win! About the only thing the player can do if you let him hold the trick is to return a small Diamond to the ace on the board. If he switches to a Club, nothing is hurt. Say he does return a small Diamond to the ace on the board. You then pull trumps and lead your small Heart and go up with the ace on the board, returning the Heart queen. If the player to your right plays the king, you then trump in your hand and get back to dummy by trumping a Diamond and sluffing 2 Clubs from your hand on the two good Spades. If the player to your right does not play the king, sluff a small Club from your hand. If the player to your left wins the king of Spades, he can do no better for himself then to lead up to your Club king. Either way, you still make your contract. So long as you do not let the hand to your right lead through your king of Clubs. You have to sluff two Clubs on Hearts before giving the right-hand player the lead to be sure of making your contract. It would be fatal to the hand to take the Heart finesse the normal way should right-hand opponent have the king.

Answer to question in last issue:

The jack of Hearts.

Question for this issue:

Partner opens the bidding with 1 Spade. You hold Spades K x x x x, Hearts A x, Diamonds x and Clubs J 10 x x x. What is your bid, right-hand opponent having passed?

TIP:

When defending no-trump contracts, always return the suit that partner led originally unless there is a glaring reason that you should not, as partner had a reason for leading that suit.

Many great ideas have been lost because the people who had them couldn't stand to be laughed at.

Quote Magazine

sandhouse snickers

TEACHER: "Billy, do you ever wash your face? I can tell what you had for breakfast."

BILLY: "What did I have, Teacher?"

TEACHER: "Eggs."

BILLY: "Wrong, Teacher. That was yesterday morning."

A small girl came home from school one day. Her mother asked how she had done. "I was the smartest one in the whole class today," she informed her mother.

"Really? What happened?"

"We wrote on the blackboard, and I was the only one who could read my writing."

My father was a great magician. He could walk down the street and in broad daylight, say "hocus pocus", and turn into a saloon.

WIFE: "I think I'll join the Women's Lib movement. They are advocating that a man pay his wife for doing housework."

HUSBAND: "Sounds good to me. I'll pay you \$25 a day, but I only need you to come in on Thursdays."

GOLFER: "I hope I make this shot. That's my boss up by the clubhouse."

FRIEND: "Don't be silly. That's at least 300 yards—you'd never hit him from here."

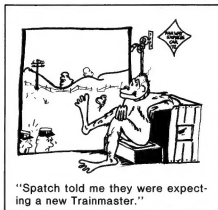
My neighborhood was really tough when I was a kid. You couldn't walk one block in any direction without leaving the scene of a crime.

TEXAN: "Why, I can get in my car in the morning and start driving and by night I still haven't reached the property line."

SLICKER: "Tough luck, I had a car like that once."

SPATCH JR

By Krista



TEACHER: "Willie, how do you spell inconsequentially?"

WILLIE: "Wrong."

FATHER: "How much money do you have in the bank?"

SUITOR: "I don't know. I haven't shaken it lately."

The deep sea diver had scarcely reached the bottom when a message from the surface left him in a dilemma. "Come up quick," he was told. "The ship is sinking!"

All children don't disobey. Some aren't told what to do.

Middle age is when you get enough exercise just pulling your weight.

You can't throw your weight around without making people think you must be pretty dizzy.

Of course money talks. It tells people what you're really like.

GAS SAVER



You can save a lot of gasoline—and a lot of money—if you use the phone *before* you use your car.

By calling ahead, you can be sure the restaurant is open . . . the store has what you want . . . or the friend you want to visit is home—*before* you waste time, gas and money on an unnecessary trip. On the average, you waste about a dollar's worth of gas on every unnecessary trip—and just two wasted trips a week can cost you more

than \$100 worth of gas a year.

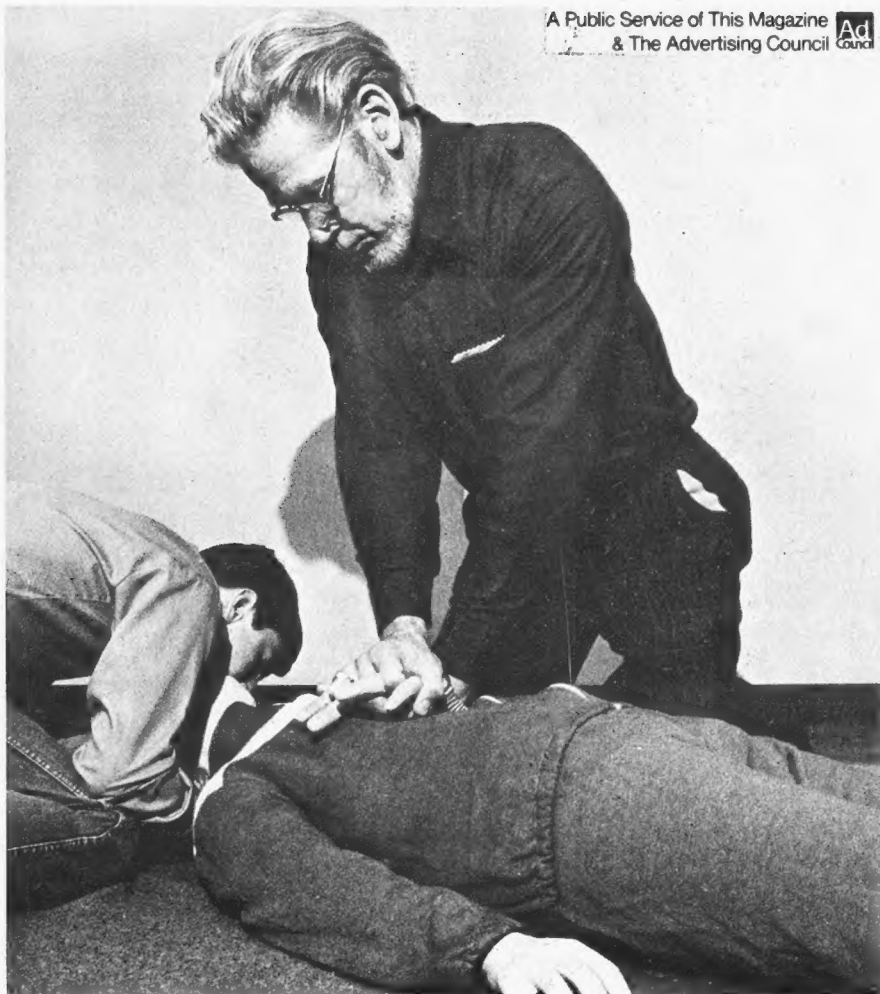
Saving energy is easier than you think, and with the rising energy costs we're facing today, it's never been more important. So the next time you pick up your car keys and head for the door, ask yourself whether a phone call could save you the trip—and the wasted gas.

For a free booklet with more easy energy-saving tips, write "Energy," Box 62, Oak Ridge, TN 37830.

ENERGY.
We can't afford
to waste it.

U.S. Department of Energy

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CPR—cardiopulmonary resuscitation training is one of the valuable assets an employee can have.

If even one employee has this training, (which is available from Red Cross), every other co-worker benefits.

Everybody can breathe easier. Know a co-worker who can help keep

Why not set up a goal for your company... so many employees with CPR training per floor—or area?

It's easy to do. Call your Red Cross Chapter... they'll be glad to help you do it.

CPR training from

...you can be ready. Help keep



...ready.